

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,363 tons	Captain H. D. Jones.
"POWAN"	3,338 "	G. F. Morrison, R.M.S.
"FATSHAN"	3,360 "	R. D. Thomas.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentia.

S.S. "NANNING," 569 tons, Captain G. Dutchart.

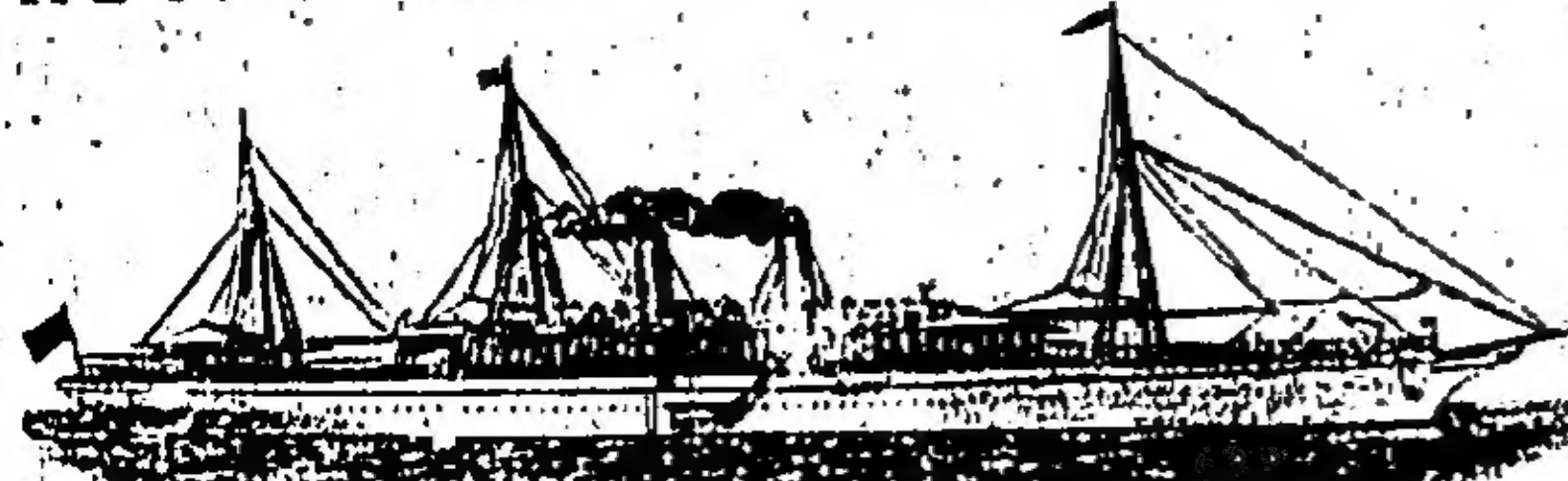
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahoning, Kunchuk, Kau-Keng, Samahui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samahui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TARTAR".....	4,425	WEDNESDAY, Nov. 29	Dec. 23
"EMPERESS OF JAPAN".....	6,000	WEDNESDAY, Dec. 13	Jan. 3
"EMPERESS OF CHINA".....	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN".....	6,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPERESS OF INDIA".....	6,000	WEDNESDAY, Feb. 7	Feb. 28

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class,.....\$140.00. 2nd Class,.....\$100.00.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.00.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
H. E. BROWN, General Agent,
Hongkong, 24th November, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

OBERSTADTSCHE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMERS	DESTINATIONS	SAILING DATES
C. FERD. LAEISZ Meyendorfs	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Dec. } Freight.
SITHONIA Brahmer	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd Dec. } Freight.
.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Jan. } Freight.
.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan. } Freight.
NUBIA Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	About 11th Jan. } Freight.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.
Hongkong, 29th November, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. As their composition is only known to me, H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage. Besides many others of High Rank, I have received from all countries.
Hongkong, 18th November, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
FREUSSEN	WEDNESDAY, 14th February.
ZITEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAVERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.

ON WEDNESDAY, the 6th day of December, 1905, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, HERBERT-SHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	Tons	SAILING DATES
WILLEHAD	4,762	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Obenauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ BITEL FRIEDRICH	WEDNESDAY, 6th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GNEISENAU	WEDNESDAY, 20th Dec.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 24th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUHONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 26 HOURS.
THE Steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UL."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 34 DAYS.
THE Steamers sail from HONGKONG to SAMHUI, SHUIHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.

These Steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS...	JAVA	First half December	JAPAN VIA SHANGHAI	Second half December
TJIMAH...	JAPAN	First half January	JAVA PORTS	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 24th November, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

OF THE
AMERICAN SYSTEM OF DENTISTRY,
37, ONE VICTORIA ROAD CENTRAL.

Graduate of the University of Pennsylvania, U.S.A.
Dental Surgeon, 1904 (July, 1905)

TSIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'ARQUER STREET,
REASONABLE FEES.

Consultation Free.
Hongkong, 20th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 88 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

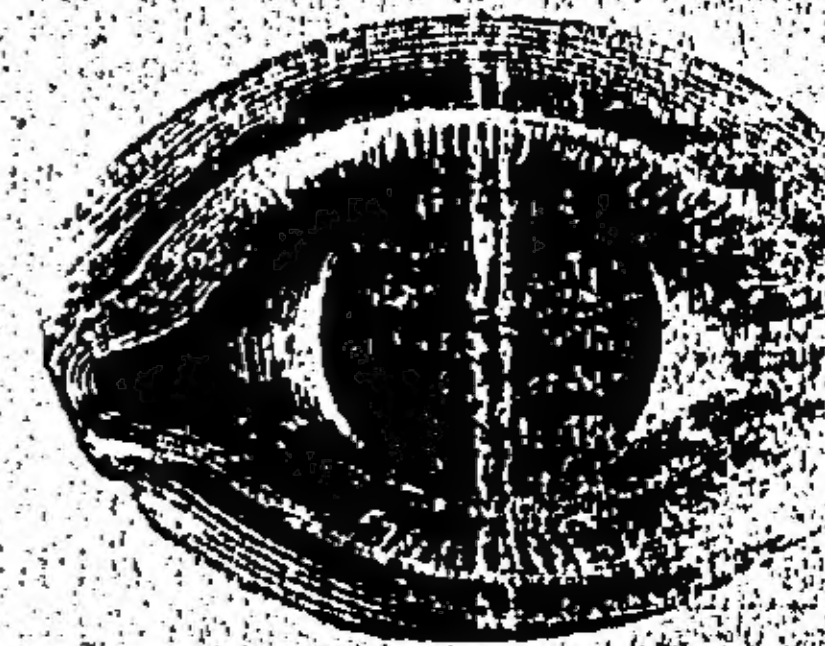
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootia, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road, Hongkong, 27th November, 1905.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES.

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 7th March, 1905.

[164]



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA: HOWARD & CO., 50, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 19th May, 1905.

[57]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, 10th FLOOR.

PORTRAITS, GROUPS, and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEW CARDS.

[165]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m.	Every 10 minutes
8.00 a.m. to 8.30 a.m.	Every 15 minutes
8.30 a.m. to 9.00 a.m.	Every 10 minutes
9.00 a.m. to 9.30 a.m.	Every 15 minutes
9.30 a.m. to 10.00 a.m.	Every 15 minutes
10.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 11.30 a.m.	Every 15 minutes
11.30 a.m. to 12.00 p.m.	Every 15 minutes
12.00 p.m. to 1.00 p.m.	Every 10 minutes
1.00 p.m. to 1.30 p.m.	Every 15 minutes
1.30 p.m. to 2.00 p.m.	Every 10 minutes
2.00 p.m. to 2.30 p.m.	Every 15 minutes
2.30 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 3.30 p.m.	Every 15 minutes
3.30 p.m. to 4.00 p.m.	Every 15 minutes
4.00 p.m. to 4.30 p.m.	Every 15 minutes
4.30 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 5.30 p.m.	Every 15 minutes
NIGHT CANAL	
5.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m.	Every 15 minutes

Intimations.

**WM. POWELL,
LIMITED.**

**ALEXANDRA
BUILDINGS,**
Des Voeux Road.

**GOODS
FOR
LADIES'
WEAR
NOW ON SHOW**

In our fine
LARGE WINDOW,
COMPRISING:—
**TWEED & CLOTH
COSTUMES.**

**AUTUMN
JACKETS.
GOLF CAPES,
OPERA CAPES,
FUR CAPES,
STOLES,
NECKLETS,
JACKETS,
and
MUFFS.**

**BLOUSES,
SHIRTS,
and
GOLF JERSEYS.**

**GLOVES,
BELTS,
FEATHER
STOLES,
DRESS SKIRTS
and
UNDERSKIRTS.**

**NEWEST SILKS
AND
DRESS
FABRICS.**

**SMART
MILLINERY.**

All the above Goods have just
arrived from Europe.

PRICES MODERATE

WM. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Auctions.

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY

situate at Victoria in the Colony of Hongkong, and known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13, Fuk Luk Lane, Nos. 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

TO BE SOLD

BY

PUBLIC AUCTION,

in 6 Lots or otherwise as the Auctioneer shall

declare.

ON

WEDNESDAY,

the 29th day of November, 1905, at 3 o'clock

P.M., at his Sales Rooms, in Duddell Street,

BY

Mr. GEO. P. LAMBERT,

Auctioneer.

The following is the description of the property:—

LOT 1.—All that piece or parcel of ground

situate at Victoria in the Colony of Hongkong

intended to be registered in the Land Office as

Section B of Inland Lot No. 679 containing a

frontage to Fuk Luk Lane of 95 feet or there-

abouts and an area of 4,520 square feet as the

same is held from the Crown for the residue of

the term of 999 years from the 25th June 1861

created by a Crown Lease of Inland Lot No. 679

dated the 30th April 1888. Apportioned

Annual Crown Rent \$5.34.

PARTY WALL.—The wall on the Easternmost

side of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or

parts thereof are erected the substantial houses

known as Nos. 7, 8, 9, 10, 11, 12 and 13 Fuk

Luk Lane.

LOT 2.—All that piece or parcel of ground

situate at Victoria aforesaid intended to be

registered in the Land Office as Section C

of Inland Lot No. 679 containing a frontage to

Fuk Luk Lane of 84 feet 4 inches or there-

abouts and an area of 3,876 square feet as the

same is held from the Crown for the residue of

the term of 999 years from the 25th June 1861

created by a Crown Lease of Inland Lot No. 679

dated the 30th April 1888. Apportioned

Annual Crown Rent \$24.30.

PARTY WALLS.—The walls on the Eastern-

most and Westernmost boundaries of this Lot

are Party Walls.

HOUSES.—On this Lot or on some part or

parts thereof are erected the substantial houses

known as Nos. 1, 2, 3, 4, 5 and 6 Fuk Luk

Lane.

LOT 3.—All that piece or parcel of ground

situate at Victoria aforesaid intended to be

registered in the Land Office as Section D

of Inland Lot No. 679 containing a frontage to

Third Street of 110 feet or thereabouts and an

area of 5,306 square feet as the same is held

from the Crown for the residue of the above

mentioned term of 999 years. Apportioned

annual Crown Rent \$32.83.

PARTY WALLS.—The wall on the western-

most side of this Lot is a Party wall. The

wall on the East side of this Lot dividing the

same from Section A of Inland Lot No. 679

and which is of a length of 6 feet and 7 inches

is a Party wall. The wall on the South side

of this Lot dividing the same from section A

of Inland Lot No. 679 and which is of a length of

41 feet 8 inches is a Party wall.

HOUSES.—On this Lot or on some part or

parts thereof are erected the substantial houses

known as Nos. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112 and 113 Third Street.

LOT 4.—All that piece or parcel of ground

situate at Victoria aforesaid intended to be

registered in the Land Office as The Remaining

Portion of Inland Lot No. 679 containing a

frontage to Third Street of 110 feet or there-

abouts and an area of 5,691 square feet as the

same is held from the Crown for the residue of

the above mentioned term of 999 years. Ap-

portioned annual Crown Rent \$35.68.

PARTY WALL.—The wall on the Eastern-

most boundary of this Lot is a Party wall.

HOUSES.—On this Lot or on some part or

parts thereof are erected the substantial houses

known as Nos. 114, 115, 116, 117, 118, 119, 120, 121, 122 and 123 Third Street.

LOT 5.—All that piece or parcel of ground

situate at Victoria aforesaid intended to be

registered in the Land Office as Section C of

Inland Lot No. 747 having a frontage to Third

PUBLIC AUCTION

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW

the 28th November, 1905, at 2.30 P.M., at their

Sales Rooms, No. 2, Des Voeux Road,

corner of Ice House Street.

A QUANTITY OF

MISCELLANEOUS ARTICLES,

Comprising—

HATS, BOOTS, FIELD GLASSES, SEX-

TANTS, SURGICAL INSTRUMENTS,

CLOTHING, SILVER WATCHES,

and

A QUANTITY OF

DIAMOND AND GOLD JEWELRY,

&c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th November, 1905. [1150]

PUBLIC AUCTION

SALVAGE SALE.

MESSRS. HUGHES AND HOUGH have

received instructions from the

CHEUNG LEE FURNITURE SHOP,

to offer for sale by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 29th November, 1905, at 11 o'clock in the

morning, on the premises, Nos. 29 and 31,

Des Voeux Road Central, Victoria, Hongkong,

THE STOCK OF

FURNITURE AND EFFECTS,

more or less damaged by the recent fire on the

premises, such Furniture and Effects,

consisting of:—

BLACKWOOD STANDS, CABINETS,

PICTURE FRAMES, OVERMANTEL,

BOOKCASE, WRITING DESK, and

other BLACKWOOD ARTICLES,

TEAKWOOD WRITING TABLES,

CHAIRS, SIDEBOARD, CABINET, FOY-

CHOW LACQUERED BASKETS, TRAYS,

DISHES, LETTER STANDS, PLATED

and other TOAST RACKS, CRUET

STANDS, EGG STANDS, VASES, VIENNA

CHAIRS, IRON BEDSTEPS, FOLDING

SCREENS, HEARTH RUGS, &c., &c., &c.

TERMS.—As usual.

Catalog

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"OANFA"	27th November.
GLASGOW and LIVERPOOL	"AJAX"	1st December.
GLASGOW and LIVERPOOL	"HUICHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "
GLASGOW and LIVERPOOL	"STENTOR"	19th "
GLASGOW and LIVERPOOL	"KANCHOW"	26th "
GLASGOW and LIVERPOOL	"TELMACHUS"	29th "
GLASGOW and LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW and LIVERPOOL	"PAK LING"	2nd "
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCUS"	9th "

S.S. "Oanfa" left Singapore at daylight on the 22nd inst., and is due here on the 27th.
S.S. "Ajax" left Singapore at 5 p.m. on the 25th inst., and is due here on the 1st December.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	12th "
GENOA, MARSEILLES & LONDON	"CLAUDEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBÉ and YOKOHAMA	"OANFA"	1st December.
	"TELMACHUS"	1st January.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	30th November.
	"TYDEUS"	26th December.

BUTTERFIELD & SWIRE,
AGENTS.

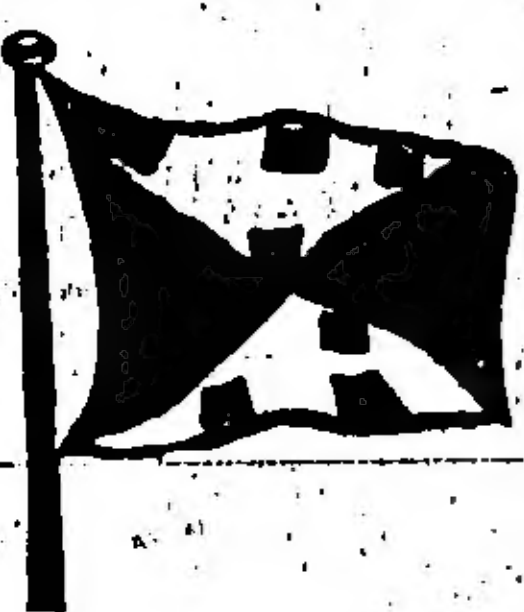
Hongkong, 27th November, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	28th November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	29th "
SHANGHAI	"SHAOSING"	30th "
SHANGHAI	"IOHANG"	3rd December.
MANILA	"TEAN"	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply toBUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	FRIDAY, 1st Dec., at 10 A.M.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 9th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th November, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"INDRANI"	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

NOT RESPONSIBLE FOR DEBTS.

HOO CHONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—
CELEST, CATER, British ship, Captain John
Joana—Standard Oil Co.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Blanks—Explicator.
Hongkong, 23rd February, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.N.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
1st and 2nd Class, \$10 and \$15, respectively.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents; Return, 90 cents; Steamer, to Canton.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW"
| "KWONG TUNG" | T. R. MEAD. |
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong, about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey ... \$4
Meals ... \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 28th Nov., 3 P.M.
SHANGHAI VIA NINGPO	"TUNGSHING"	TUESDAY, 28th Nov., 4 P.M.
SHANGHAI VIA FOCHOW	"ESANG"	WEDNESDAY, 29th Nov., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st Dec., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

Hongkong, 25th November, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,198	Ernst	Early in December.
"NICOMEDIA"	4,370	Wagemann	December 22nd.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,181	Metzenhain	January 31st.

The S.S. "Aragonia" left Astoria on the 5th inst., and is due to arrive here on or about
the 14th proximo.Through Bills of Lading issued to Pacific Coast points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG,"
of 5,600 tons, will be despatched for CALLAO
and IQUIQUE via JAPAN PORTS, on or
about TUESDAY, December 5th, 1905, at
Noon.For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager,
York Building.
Hongkong, 17th November, 1905.FOR SAN FRANCISCO via KOBÉ AND
YOKOHAMA.

THE Steamship

"OTTA,"
Captain J. Lenchman, will be despatched as
above, on TUESDAY, the 5th December, at
5 P.M.For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents, The Twissie Trading Co.,
Hongkong, 21st November, 1905.

FOR SAN FRANCISCO

THE Steamship

"DAKOTAH,"
Captain Root, will be despatched for the
Port, on or about TUESDAY, the 10th inst.,
1906.For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st November, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Conspecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA.via
MOJI, KOBÉ AND YOKOHAMA.

Steamer Tons Captain Sailing.

Lyra 4,417 G. V. Williams 15th Dec.

Pleasant 3,751 F. G. Furlong 29th Dec.

Shawmut 6,600 E. V. Roberts

Hyades 3,751 Geo. Wright

Tremont 6,600 T. W. Garlick

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED
General Agents.
Queen's Buildings.
Hongkong, 25th November, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"GHAAZE"
| "LOTHIAN" | to follow. |
For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.
Hongkong, 14th November, 1905.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.

REGULAR SERVICE.

HONGKONG—VLADIVOSTOCK

(CALLING AT NAGASAKI)

Next Sailing

THE Steamship

"ITHAKA,"

Captain Eckhorn, 28th of November

For Freight and Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 22nd November, 1905.COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND
YOKOHAMA

THE Company's Steamship

"ARMAND BEHIC,"

Captain Gilson, will be despatched as above,
on or about WEDNESDAY, the 29th inst.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th November, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee,
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 25th November, 1905.NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 28th inst. will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 28th inst., at
9.30 A.M.All Claims must reach us before the 4th of
December, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 23rd November, 1905.

Folk's

Unparalleled
Fertilizing Agent
Indispensable in Hot Countries."Sanitas" Disinfecting Fluid
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Powder
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Soap
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Cream
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Lotion
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Ointment
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Paste
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Powder
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Fluid
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food."Sanitas" Disinfecting Powder
is a powerful and effective disinfectant, and is
used for the purpose of disinfecting the house, the
clothing, and the person, and is also used for the
purpose of disinfecting the water, and is also used
for the purpose of disinfecting the food.

THE DIVORCE COURT.

DIVORCE COURT, KEEPING ON, WEALTHY
IDLE.The subject of Christian Marriage was dis-
cussed at the Church Congress at Weymouth
the tone of the meeting being in all respects
in favour of the doctrine of the indissolubility
of the marriage tie. The Rev. Mr. St. John
Shakespeare introduced the discussion, speak-
ing on "The Ideal of Christian Marriage."
In these days, he said, when marriage was
often lightly entered into, only to be broken up
more lightly, and when the law of the State
was so lax, we might well pause and consider
the whole question, and try to find a more
thorough and higher appreciation of the
sanctity of Christian marriage. Marriage could
not be looked upon as a fully civil contract, it
was a sacred and mystical ordinance
of God, whereby two persons were indissolubly
bound together until death for the
discharge of mutual duties, and functions
closely connected both with the world
and the world to come. Surely, he might
assume, that two people joined together
by God were man and wife to remain, what
ever the consequences of the union, and that
conclusion was emphasized by the fact that the
children born to them remained their children
for ever. No earthly tribunal could morally
annul the union any more than a child could
be no longer said to be the child of its father
and mother. Bishop Hyles, Rector of Alver-
church (formerly Bishop of Bombay), declared
that Christian marriage was indissoluble. Mr.
H. E. Duke, M.P., spoke on the working
of the Divorce Act, and the Church was still
able in the case of every aggrieved person to
advise whether resort to the Divorce Court was
possible, to that person, and that as to re-
marriage of divorced persons it was in the
hands of every minister of the Church of Eng-
land to say whether or not he would be a party
to such a re-marriage. It seemed to him that
in that respect the Church had a power of con-
trol such as she did not at present exercise.
The ratio of increase of divorce cases from
1858 to 1903 was much greater than would be
accounted for by increase of population, and to
the question whether on the whole the adminis-
tration of

THE ENGLISH LAWS OF DIVORCE

tended towards or against the advancement of
morality, he quoted the opinion of the late
Lord St. Helen, that "the principles of the
Act of 1857 have beyond question been justified
by the relief required by and afforded to the
poor members of the community," and that
"as compared with the growth of population,
the number of divorces in England, especially
in recent years, shows no alarming increase."His view was that "the existence of the law
of divorce in England does not account for any
considerable part of the wrong-doing with
which the Divorce Courts have to deal. Per-
haps the most important characteristic of our
divorce law was the substantial nature of its
provision against collusion. To those who
regarded with concern the statistics relating to
divorce, it would be reassuring if they saw
personally the vigilance with which each suc-
cessive President and Judges of the Divorce
Division had enforced, and do enforce, the law
against collusion divorce. Many regarded
the publicity of divorce cases with mingled
disaffection. He did not share that view.
Almost the only punishment of some per-
sons whose conduct was brought to light
in divorce proceedings was publication in the

THE TSAR AS A HOST.

The following pen picture by a guest describes the Tsar's demesne at a great Court Ball at the Winter Palace a season or two ago, and appears in the September number of the "Pall Mall Magazine":—

Tsar looked up with his equal, half-mooned, half-absorbed expression, a faint smile lighting his face for an instant when the ladies stood up to join the ranks. During the evening he kept strangely aloof, not exchanging a word with the Grand Dukes who constantly hovered near him. The only occasions on which his face brightened were those when he approached the Tsarina to exchange some trifling remark, at which they both smiled. The Tsar appears more to his advantage in plain evening dress than in the uniform which he wore on this and many subsequent occasions. His personality, dreamy and subdued, is undoubtedly attractive. Those of our own countrymen who have spoken with him face to face have never failed to carry away an impression of noble intellect and good intentions. The tremendous weight which lies upon his fragile shoulders would assuredly have long since slid from the tall and burly Grand Duke who are ready to assume any responsibility. Even before the outbreak of the present disastrous war the Tsar was subject to fits of moodiness for which the Tsarina's presence and conversation were the only effective remedy.

The supper-room, transformed into a tropical garden, was one of the greatest marvels of this night's costly luxuriance. The table at which the Tsar sat was, however, a simple bed of violet, for these are his chosen flowers. The Tsar, according to the ruler of old-fashioned Slav hospitality, never sits himself until his guests are being well attended to. It is understood that nobody is to rise from his seat during this passage of the Imperial host, and he moves swiftly, glancing from right to left, alert and keen, as is his wont when something definite claims his attention for a brief period. The myriad servants who crowd around for this supervision is by no means a formality, as is comment on some blithely or faintly arranged has been known to prove. No custom can state the interest attached to this passage of the Tsar, and the most determined gourmet will neglect the elaborate viands at his elbow in order to follow it with his eyes, rejoicing at his own momentary impotence in being an object of solicitude to the great autocrat!

SCHOOL BOY PROBLEM.

THE STRENGTHENING OF INDIVIDUALITY.

CHURCH CONGRESS CONSIDERS THE QUESTION.

By far the most interesting subject which came forward for discussion at the concluding session of the Church Congress at Weymouth, was that dealt with by Mr. Frank Fletcher, master of Marlborough College, in a paper entitled "How to strengthen individuality."

The problem was, said Mr. Fletcher, how to train the young that each of them should have in his own heart and hold fast in his conduct an ideal of right-doing independent of, though not necessarily opposed to, the ideals of his fellows, so that he might rely for his standard of right and wrong, not merely on that set by the society in which he lived, but on the guidance of an enlightened conscience.

FOUNDATION OF MANLY CHARACTER.

It was of fundamental importance that the young should be shielded from influences which might give them a bias towards evil. They must do more than keep their innocent character had to the foundations of manly character.

It was possible to fence in the young as to make failure for the moment almost impossible, shutting out by careful supervision all sights and sounds or associations that could mislead them.

With very young children, that was the right course, but to continue the method beyond childhood was to secure innocence at the expense of freedom, and without freedom individuality could not develop nor character grow strong.

It was an uncommon experience that boys from the strictest homes failed most unhappily when they left the home atmosphere.

One of the most vital problems of education was how to preserve the right mean between culpable negligence and the opposite extreme of least fault, but none the less, the opportunity of strictness. They were faced by the old and familiar dilemma. On the one hand, they were taught to pray for themselves that they might not be brought into temptation; on the other hand, experience taught them that it was through the victorious conflict with temptation that character was strengthened and perfected.

ESCAPING FROM TEMPTATION.

He thought, therefore, that parents and teachers alike should aim not at making temptation impossible, but rather at securing that from every temptation there should be a way of escape.

On that principle, as a public schoolmaster, he rejected the method which he believed prevailed in continental schools, which sought to secure innocence by perpetual supervision, and even the doctrine that if they were to keep the young out of mischief it could only be done by filling every moment of the day with compulsory occupations.

That was a far higher method than the other, and it was far less evil than the system of laissez faire. Indeed, under certain circumstances he would adopt it resolutely rather than expose boys to greater dangers, but it was at best a pis aller, and involved a great loss.

DEVELOPING CHARACTER BY FREEDOM.

"We needed more freedom of choice if our boys were to grow into strong and independent men. Our aim was to develop character by gradually increasing freedom."

There was one factor in school life which intimately concerned the subject. He referred to the force of opinion which plays in our public schools an even greater part than in society at large. It was even stronger in the school than in society.

"The fear of doing anything unusual, of rendering himself conspicuous by not conforming to the recognised conventions, or by refusal to accept recognised standards, was as potent in a boy's mind as the fear of being out of the fashion, or being thought peculiar by many adults."

The forces which made temporarily for righteousness did not necessarily develop individuality. It would be a condemnation of their work if they boys, when they went into the world, acquired the standard of morality of some of the contemporaries. If their work said Mr. Fletcher in conclusion, was to stand the stern and true, it must be based, not on the "foundations" of "good form" and "gentlemanly conduct" and "what everybody does" but on the rock of righteousness, conscience, and God's will.

Personal religion and personal independence, perhaps, the main factors by which individuality could be strengthened.

SHIPWRECKS.

FEVER IN GOATS MILK.

The scientific commission which has been investigating the peculiarities of the Mediterranean or Malta fever, appears to have come upon evidence which shows that the infection of the disease may be transmitted by goats. Dr. Zanetti and Major Horrocks, R.A.M.C., found the specific organism of the fever in the milk of goats that were apparently healthy. The blood of several of the goats gave a reaction which is peculiar to the fever. This finding is not only important for Malta, but for many other places within the Mediterranean area. Gibraltar is one of these where this fever is very prevalent, and goats are almost the only source of the milk supply.

VESUVIUS AND THE EARTHQUAKE.

There may or may not be a causal nexus between the outbursts of Vesuvius and the recent earthquake in Calabria, but the volcano has been active of late. In April and May many explosions were heard in the villages on the mountain-side, and on May 27 a lateral outlet for the ejected matter was formed. A few hours later a second outlet appeared, and lava streams for some weeks flowed down. On August 27 Mr. P. V. Gunther reported that explosions of Stromboli were occurring at intervals of about 30 minutes. The present earthquake district in Calabria is roughly equidistant from Vesuvius and Etna, each of the volcanoes being about 150 miles away.

COFFEE ON THE NERVES.

If coffee has really the deadly effect upon the nerves which is generally attributed to it, the French ought to be the most nervous people in the world. At the beginning of the present century the Paris doctors were already warning their grave heads over the fact that the average consumption of coffee worked out at something like 4½ lb per head of the population. Within three years it had increased, however, to nearly 6½ lb per head, and it is still increasing. Perhaps, however, French nerves have been saved to some extent by a corresponding increase in the consumption of beer at that France now proudly takes fourth place among the European beer-drinking nations, being overtaken only by Germany, England and Austria. As we were recently told that she is also easily first in the wine trade and has as well acquired an unholo reputation as the stronghold of absinthe, she ought to be in a bad way!

SEA WATER IS A DISINFECTANT.

A recommendation has been made by the Medical Officer of Health for the London borough of Poplar, Mr. F. V. Alexander, to use electrolysed sea or salt water for public disinfecting purposes. An electric current passed through water containing common salt and chloride of magnesium produces a compound of chlorine of high oxidising power, which is a strong disinfectant. The medical officer proposes to employ this agent in the place of carbolic powder and antiseptic fluids, and he asserts that its cost will be not more than a few shillings as the present disinfectant costs pounds. He claims for it that it destroys the or, and thus resulting from putrefaction, with the germ and acts with extreme rapidity, and "ensures that to free our drains from all septic matter would be to destroy some of the deadliest diseases afflicting us." There may be question whether Mr. Alexander does not overstate the efficiency of the agent, but that can easily and cheaply be tested by experiment.

A CRYOLITE DISCOVERY.

Professor Wyndham Dunstan, F.R.S., of the Imperial Institute, is to be congratulated on the discovery of a new source of thorium, the radio-active substance which is so much in demand for the manufacture of incandescent mantles. In the survey of Ceylon he discovered a mineral which he finds contains thorium, and is likely to be a valuable asset of the island. To this mineral he has given the name thorianite. It occurs in considerable quantities in small cube-like crystals in the bed of certain Ceylonese streams. In colour the mineral is a dull grey or slightly brownish black, but those crystals which have not suffered from attrition in the water are a jet black, with a bright resinous or pitchy lustre. Thorianite provides a unique source of pure thorium, in a way, uncombined, thorium, and compounds have lately commanded a market in England at the rate of £1,500 per ton. It scarcely need recall that the mineral monazite is at present the chief substance to which the gas companies look for their supplies of thorium, and like thorianite the commercial deposits are found not in igneous rocks, but in the gravel deposits (monazite sands) of the present and former streams, the outcome of the disintegration and erosion of the crystalline rocks which at one time held the monazite. North and South Carolina are the principal localities where monazite mining is carried on, but Brazil is now furnishing a certain amount of the oxide.

Shipping.

Arrivals.

Deewongse, G.R. s.s., 1,057 T. V. Bruhn, 25th Nov.—Anghin (Bangkok) 11th Nov. Vile and Mead, B. & S. Jacob Dieckmann, Ger. s.s., 623, Chr. Hanri, 25th Nov.—Hohow 24th Nov. Gen.—J. C. & Co. Premise, Nor. s.s., 714, E. Torstenien, 21st Nov.—Anping 23rd Nov. Amoy 24th, and Swatow 25th, Gen.—O. S. K. Pronto, Nor. s.s., 865, Hilen, 26th Nov.—Haihong and Hohow 24th Nov. Gen.—A. R. K. Triumph, G.R. s.s., 759, A. Hansen, 26th Nov.—Shanghai 19th Nov. Foochow 20th, Amoy 24th, and Swatow 25th, Gen.—O. S. K. Kumsang, Br. s.s., 2,077, E. J. Buller, 26th Nov.—Kuchinotsu 22nd Nov. Coal.—J. M. & Co. Chiyen, Ch. s.s., 1,321, R. Stephens, 26th Nov.—Shanghai 23rd Nov. Gen.—C. M. S. N. Co. Haimou, Br. s.s., 616, A. J. Robinson, 26th Nov.—Swatow 25th Nov. Gen.—D. L. & Co. Ichang, Br. s.s., 1,228, L. Jones, 26th Nov.—Chinkiang 19th Nov. Rice, Ac.—B. & S. Tourane, Fr. s.s., 1,104, R. Girard, 26th Nov.—Yokohama 18th Nov. Mails and Gen.—M. & Co. America Maru, Jap. s.s., 2,460, Philip Golen, 27th Nov.—San Francisco 27th Oct. 21st, Shanghai 24th Nov. Mails and Gen.—E. K. K. Tolman, Br. s.s., 1,460, C. Lindbergh, 27th Nov.—Kuchinotsu 23rd Nov. Gen.—B. & S. Trieste, Aust. s.s., 1,303, D. Mistrorog, 27th Nov.—Shanghai 24th Nov. Gen.—B. & S. Longsang, Br. s.s., 1,099, A. E. Sandbach, 27th Nov.—Vanilla 24th Nov. Gen.—J. M. & Co. Indravelli, Br. s.s., 3,768, S. Collington, 27th Nov.—Durban 23rd Nov. Ballast.—O. L. & Co. Hong Wan, Br. s.s., 2,000, J. Slater, 27th Nov.—Penang 16th Nov. and Singapore 21st Nov. 100 Tons Reg.

Clearance at the Harbour Office.

Hoeking, for Kwong-chow-wan
Cheung, for Canton
Kwan, for Shanghai
Mao, for Canton
Haiman, for Swatow
Touma, for Saigon
Phay, for Foochow

Departures.

Nov. 26
Formosa, for Shanghai
Daig, for Swatow
Vorwaris, for Hohow
Yaching, for Swatow
Shanghai, for Canton

Nov. 27

Marcellus, for Calcutta
Ellis, for Canton
Kwan, for Shanghai
Haiman, for Canton
Khang, for Canton

Passengers arrived.

Per Triest, from Shanghai—Mrs. Larkish and Sisters More.
Per Chiyen, from Shanghai—Messrs. Miller, and Chiu (2).
Per Haiman, from Swatow—Messrs. Macintosh, Otto and 66 Chinese.

Per Tylan, from Kuchinotsu—Madames Tuthill, Collins, Woolabe, Beddome, Takeda, Miss Tuthill, Messrs. Collins, Wetterspoon, Ritchie, Heame, Takeda, Owold, Kobayashi, 14 Chinese, and 4 Japanese.

Per America Maru, from San Francisco—Messrs. Wm. C. Hrodentien, Fred. B. Chester, Mr. C. L. Rion, Mr. Schuchner, and Mrs. S. L. Graves. From Yokohama—Messrs. T. D. K. Lay, T. Orono, Mr. and Mrs. C. Huber, and Mr. and Mrs. M. Spencer. From Kobe—Messrs. George A. Reid, W. R. Anderson, and Mr. and Mrs. H. L. Spencer. From Nagasaki—Mr. Gordon Brown, Dr. M. Kanai, and Lieut. A. Wuyokov. From Shanghai—Mr. C. A. de Rosa, Mrs. A. A. de Rosa, Miss H. Buxton, Messrs. A. H. Mancell, Yoneda, C. W. Frankel and native servant, A. M. Silva and native servant, Pudepho. Miss Maxwell, Mr. and Mrs. G. Brown, Mr. C. K. At, Mr. and Mrs. J. W. Rump, Mr. and Mrs. P. Johnston, Miss Dunbar, Rev. R. G. Dye, 73 Chinese, and 9 Japanese.

Per Indravelli, from Durban—Major and Mrs. Lawless, Mrs. Collington, Mr. Sturdee, Dr. Cock, and 404 Chinese.

Per Hongkong, from Singapore—Messrs. Antonio Mori, Andreas Baumann, 1,416 Chinese, 1 Japanese, and 1 India.

Per Longsang, from Manila—Misses Gertrude Sibore, Eva George, Annie Lauré, Beattie Young, Dorcas Dale, Alf. Herbert, Kate Herbert, Mr. W. C. M. Pellet, Mr. and Mrs. Thos. F. Fitzgerald, Messrs. B. Christy, A. Duff, F. Fitzgerald, H. Cardelli, A. J. Simpson, W. Chittam, A. C. Neudrie, Ted Aphin, J. James, Porvey, Amel, Joseph, Metin, J. Rabbul, V. C. Fitzgerald, I. Wallia, Vergeres, J. Gorn, Mr. and Mrs. Thos. Herbert, Mrs. S. Barrell, Mr. B. Barker, Messrs. R. M. Yoff, Allen Kerr, Willis Hendry, Mrs. Henderson, Messrs. J. Walton, B. Lyons, E. Veany, J. Coffey, Fred. Green, R. Ridway, W. Anderson, A. West, C. Horn, P. Walsh, Stewart Wallam, Walby Prodon, W. Simmons, J. Mint and G. Ridgway.

Shipping Report.

Str. Chang from Chinkiang—Fresh NE monsoon.

Str. Chiyen from Shanghai—Had moderate NE. winds and cloudy, fine weather.

Str. Haiman from Swatow—Light breeze and fine, dull, cloudy weather, smooth sea.

Str. Tylan from Kuchinotsu—Moderate NE. winds and sea, with fine weather prevailed.

Str. Indravelli from Durban—Strong monsoon, clear weather; high sea. Thirteen deaths on the passage.

Str. Tourane from Yokohama—Light Nly winds to Turnabout, then light NE. monsoon into port, fine clear weather all through.

Str. Hong Wan from Penang—Light to moderate monsoon, wind and sea to North of Panceles, and from thence to port fresh to strong winds, with high sea, and fine weather.

Str. America Maru from San Francisco—With exception of a severe typhoon experienced in the Pacific on the night of the 17th and 18th inst., prior to arrival at Yokohama on the 14th, had fine weather throughout.

Vessels in Port.

STEAMERS.

Alexander, Am. s.s., 1,786, Gove, 13th Nov.—Cavite 9th Nov. Coal.—Order.

Alaska, Br. s.s., 3,393, J. Leary, 9th Nov.—New York 6th Sept. Case Oil.—S. O. Co.

Chowfa, Ger. s.s., 1,055, F. Spiesen, 24th Nov.—Bangkok and Anghia 13th Nov. Rice.—B. & S.

Clavering, Br. s.s., 2,154, D. Barton, 6th Sept.—S. Cruz 31st Aug. Ballast.—C. C. S. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.M.E., 21st Nov.—San Francisco 11th Oct. Honolulu 26th, Yokohama 9th Nov. Kobe 11th, Nagasaki 13th, and Vanilla 19th, Mails and Gen.—O. & S. S. Co.

Formosa, Br. s.s., 3,406, R. Owen, 21st Nov.—Amoy 23rd Nov. Coal.—F. & S.

Emma Luyken, Ger. s.s., 1,099, J. Mantens, 23rd Nov.—Java 14th Nov. Sugar.—J. C. & Co.

Empress of Japan, Br. s.s., 3,039, "Henry Pybus, R.M.E., 22nd Nov.—Vancouver 30th Oct., and Shanghai 19th Nov. Mails and Gen.—C. P. R. Co.

Eva, Ger. s.s., 3,308, L. Reimer, 25th Nov.—Kuchinotsu 23rd Nov. Coal.—J. & Co.

Andrei, Br. s.s., 3,309, J. C. Schenberg, 6th Nov.—Sourabaya 31st Oct., and Singapore 26th, Sugar.—E. A. T. Co.

Heimold, Nor. s.s., 1,337, Johnson, 20th Nov.—Manila 16th Nov. Ballast.—D. & Co. Ld.

Hilary, Ger. s.s., 1,770, F. Fiegler, 16th Nov.—Kuchinotsu 23rd Nov. Coal.—B. & S. W. & Co.

Kuangsang, Br. s.s., 3,309, R. C. D. Bradley, 20th Nov.—Calcutta via Penang and Singapore 9th Nov. Gen.—J. M. & Co.

Laertes, Br. s.s., 1,340, J. B. Jackson, 22nd Nov.—Salmon 16th Nov. Mail.—Chiesse.

Mausang, Br. s.s., 1,644, R. Houghton, 24th Nov.—Santaka 17th Nov. Timber.—M. & Co.

Mercury, Br. transport, 1,300, J. S. McGreger, 19th Nov.—Nagasaki 19th Nov. Ballast.—Naval Stores Office.

Otto, Nor. s.s., 2,028, H. Linchman, 10th Nov.—Proboling 28th Oct. Sugar.—S. W. & Co.

Pho Yang, Fr. s.s., 1,112, Dacrotis, 17th Nov.—Penang 18th Nov. Coal.—Order.

Royalist, Br. s.s., 2,260, W. A. Scott, 24th Nov.—Kuchinotsu 23rd Nov. Coal.—J. M. & Co.

Shahjahan, Br. s.s., 1,051, J. Scott, 19th Nov.—Swatow 17th Nov. Ballast.—Order.

Signal, Ger. s.s., 907, A. Bendine, 24th Nov.—Bangkok 14th Nov. Rice and Gen.—J. & Co.

Taming, Br. s.s., 1,150, Outerbridge, 17th Nov.—Manila 14th Nov. Gen.—B. & S.

Tartar, Br. s.s., 2,768, W. Davison, R.M.E., 15th Nov.—Vancouver 14th Oct. and Shanghai 12th Nov. Gen.—C. P. R. Co.

Wanga, Br. s.s., 1,854, Alfred, 21st and 22nd Nov.—Sydney via Japan and Shanghai 18th Nov. Coal.—Order.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.—Philadelphia, 10th June. Karlsruhe.—S. O. Co.

Rosa, Br. sq. 822, Wright, 10th Nov.—West Australia 4th Aug. Sandal Wood.—S. & Co.

Steamers Expected.

Lightning, Singapore, D. S. & Co. Nov. 28

Armand Bebie, Saigon, M. M. L. Nov. 29

Silvia, Singapore, H. A. L. Nov. 30

Alex, Singapore, B. & S. Dec. 1

Chusan, Singapore, P. & O. Dec. 2

Chang, Calcutta, J. M. & Co. Dec. 4

Wong, Australia, C. L. & Co. Dec. 4

Aragonia, Australia, P. & O. Dec. 6

Siberia, Japan, P. M. Co. Dec. 8

Algoa, Tacoma, P. M. Co. Dec. 10

Nicomedia, Astoria, P. & A. Co. Dec. 12

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Hercules, Kowloon, Dock.

Kwan, " " "

Eldivold, " " "

Walter, " " "

H.M. S. Fane, " " "

Heugouhan, " " "

SHANGHAI.

Esperance, Cosmopolitan, Nov. 14

Udine, International, " 9

S. M. S. Vaterland, "Old, " 14

Ships Passed The Canal.

Outward—20th October—Hyon, Ohio, St. Esprit, Tonkin. 24th October—Clausenhill, Austria, Marwarth, 26th October—Prism, 31st October—Anama, Pathan, Shilva, Indrapura, 7th November—Oceana.

Homeward—17th October—Bantamond. Arrivals at Home—20th October—Ernst, Singapore, 24th October—Prussian, Kanneke, 28th October—Canton, 31st October—Luzon, 1st November—Suzila, 31st October—Rhinania, 1st November—Ceylon, Achille, Shimosa, 15th November—Hohansollern, Antenor, Ulysses, 16th November—Baragone, Scandia, 18th November—Bayern, Opock, Orsten, Nubia, 21st November—Alicious, Glenary, 24th November—Bantak, 25th November—Banta.

Post Office.

A Mail will close for—

Swatow and Bangkok—Per Chiyen, 28th Nov. 8 A.M.

Swatow, Amoy and Foochow—Per Haiman, 28th Nov. 9 A.M.

Europe, Ac. India, via Tuticorin—Per Tourane, 28th Nov. 11 A.M.

Macao—Per Hongkong, 28th Nov. 1.15 P.M.

Singapore, Penang and Calcutta—Per Katsang, 28th Nov. 2 P.M.

Ningpo and Shanghai—Per Tanching, 28th Nov. 3 P.M.

Swatow and Deli—Per Signal, 28th Nov. 5 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 29th Nov. 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 29th Nov. 11 A.M.

Macao—Per Hongkong, 29th Nov. 1.15 P.M.

Foochow and Shanghai—Per Esang, 29th Nov. 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tylan, 29th Nov. 3 P.M.

Ningpo and Shanghai—Per Shaching, 29th Nov. 3 P.M.

Macao—Per Hongkong, 30th Nov. 1.30 P.M.

Amoy and Manila—Per Zafra, 1st Dec. 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Coptic, 1st Dec. 11 A.M.

Manila—Per Longsang, 1st Dec. 3 P.M.

Europe, Ac. India, via Tuticorin—Per Prime Regent, 1st Dec. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 7th Dec. 11 A.M.

OCCIDENTAL.

Bootscher, R. Major, Capt. and Mrs.

Callesen, Miss H. and child

Casperen, S. Munro, Miss A.

Chandler, F. Owen, O. E.

Hales, G. L. Patrick, Richard

Phillie, E. Schwitter, H.

Klene, Mr. & Mrs. G. Stoltz, H.

Krill, G. Lowe, Mr. and Mrs.

Stupa, Miss Siesie

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	en route Hk. via Ports
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Mannoy	Woojing
Arun	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. H. Heslop	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Wanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	winter tank and tug	300	...	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Willis, R.N.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain B. W. Stewart	Woojing
Des	torpedo boat destroyer	550	6	7,000	Lieut. Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut. Commander B. L. Sullivan	Hongkong
Ettick	torpedo boat destroyer	550	6	7,000	Lieut. Commander Lewin	Hongkong
Eve	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	550	6	5,700	Lieut. Commander Stevenson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Shanghai
Handy	torpedo boat destroyer	375	6	4,000	Lieut. Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	375	6	4,000	Lieut. Commander H. B. Cox	Hongkong
Hecla	special service torpedo-cruiser, 1st class	12,000	14	24,000	Captain E. F. B. Charlton	Hongkong
Hogue	torpedo boat destroyer	550	6	7,000	Captain Shortland	Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut. Commander G. Seymour	Hongkong
Janus	torpedo boat destroyer	550	6	5,900	Lieut. Commander W. H. Darvall	Hongkong
Kinsha	river gunboat	85	4	1,300	Lieut. Commander E. V. J. R. Dugmore	Yangtze
Moortha	river gunboat	160	2	800	Lieut. Commander F. B. Noble	West River
Niter	torpedo boat destroyer	550	6	5,900	Lieut. Commander J. Kiddle	Hongkong
Rambler	surveying vessel	355	4	1,400	Commander G. E. Meares	Surveying (Labuan)
Robin	river gunboat	85	3	140	Lieut. Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	3	140	Lieut. Commander H. T. Ailey	West River
Snipe	river gunboat	85	3	140	Lieut. Commander J. T. S. Lyons	Yangtze
Tark	torpedo boat destroyer	550	6	6,500	In reserve	Hongkong
Stella	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Woojing
Tamar	receiving ship	4,010	...	500	Commander H. P. Williams	Hongkong
Tartar	river gunboat	160	2	800	Lieut. Commander Johnston	Yangtze
Virgo	torpedo boat destroyer	550	6	6,300	Lieut. Commander Richards	Flores
Waterwitch	surveying ship	355	4	1,400	Commander R. W. Gleadow	Long Haul
Whiting	torpedo boat destroyer	550	6	5,900	Lieut. Commander O. E. L. Thomas	Hongkong
Wildcat	river gunboat	160	2	800	Lieut. Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	500	Lieut. Commander G. J. Todd	Yangtze
Woodruff	river gunboat	150	2	500	Lieut. Commander J. F. Keen	Yangtze

